

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Withdrawn) A screw bolt for fixing components, with a screw head, a screw-in thread, a stem and an end surface and with a depression for the insertion of a tool which has an engagement height h , wherein a longitudinal channel of length $L1$ emerging at the screw head and in the end surface is arranged in the screw bolt and a pin of length $L2$ which is moveable in the longitudinal direction is arranged in the longitudinal channel, $L2$ being larger than $L1$ by the amount ΔL , and ΔL corresponding to the engagement height h of the tool head.
2. (Withdrawn) The screw bolt as claimed in claim 1, wherein the pin is held captively in the screw bolt.
3. (Withdrawn) The screw bolt as claimed in claim 1, wherein the pin has a stop in the region of the end surface.
4. (Withdrawn) The screw bolt as claimed in claim 3, wherein the stop is designed as a conical widening which bears against a bevel of the longitudinal channel and ends flush with the end surface.
5. (Withdrawn) The screw bolt as claimed in claim 1, wherein the depression has a polygonal profile for receiving a mating profile of the tool head with the engagement height h .
6. (Withdrawn) The screw bolt as claimed in claim 5, wherein the longitudinal channel opens into the depression.
7. (Withdrawn) The screw bolt as claimed in claim 1, wherein it is designed as a plastic molded part.

8. (Withdrawn) The screw bolt as claimed in claim 1, wherein the pin is produced from plastic.

9. (Withdrawn) The screw bolt as claimed in claim 1, wherein it rests with its end surface on an elastomeric bearing and forms a stop.

10. (Withdrawn) The screw bolt as claimed in claim 1, wherein it has a reversing lock, in particular in the region of the stem.

11. (Withdrawn) The screw bolt as claimed in claim 10, wherein the reversing lock comprises a lip of the elastomeric bearing, which lip surrounds the stem, and outwardly protruding annular ribs on the stem.

12. (Currently Amended) An arrangement for fixing a ~~heat exchanger, particularly a cooling module in a motor vehicle, preferably at four, two upper and two lower, fixing points, with interengaging fixing means being provided on the heat exchanger and retaining means being provided on the motor vehicle, characterized in that at least one fixing means, preferably the two upper fixing means, are designed as an elastomeric bearing, and at least one retaining means, preferably the two upper retaining means, are designed as a screw bolt with a displacement limit stop, the screw bolt being supported in an essentially strain-free manner firstly on the motor vehicle and secondly on the elastomeric bearing~~ the cooling module including at least one heat exchanger, the arrangement comprising:

fixing devices comprising an elastomeric bearing configured to be provided on the heat exchanger of the cooling module; and

retaining devices comprising a screw bolt configured to be provided on the motor vehicle;

wherein the bearing and the screw bolt are configured to engage with each other;

wherein the screw bolt includes a displacement limit stop configured to limit a displacement of the screw bolt relative to the elastomeric bearing so as to support the screw bolt in an essentially strain-free manner on the motor vehicle and on the elastomeric bearing.

13. (Currently Amended) The arrangement as claimed in claim 12, wherein the ~~at least one~~ screw bolt is screwed into a cross member arranged above the heat exchanger and the screw bolt is restricted in its screw-in depth by the displacement limit stop.

14. (Currently Amended) The arrangement as claimed in claim 13 ~~[[12]]~~, wherein the retaining devices include lower retaining devices ~~means are~~ arranged on a lower cross member, wherein ~~and in that the heat exchanger or more precisely~~ the cooling module is supported between the two cross members in a manner very substantially free from compressive stress.

15. (Currently Amended) The arrangement as claimed in claim 12, wherein the screw bolt comprises ~~at least one screw bolt is designed for fixing components, with~~ a screw head, a screw-in thread, a stem, ~~[[and]]~~ an end surface, ~~and with~~ a depression configured for ~~[[the]]~~ insertion of a tool which has an engagement height h , ~~wherein~~ a longitudinal channel of length $L1$ extending from the screw head to the end surface, ~~emerging at the screw head and in the end surface is arranged in the screw bolt~~ ~~[[(-13)]]~~ and a pin of length $L2$ which is longitudinally slidably moveable in the longitudinal direction is arranged in the longitudinal channel, wherein $L2$ is ~~[[being]]~~ larger than $L1$ by an ~~[[the]]~~ amount ΔL , and ΔL corresponds ~~corresponding~~ to the engagement height h of the tool ~~[[head]]~~.

16. (Withdrawn) A bearing for supporting a heat exchanger, particularly a cooling module in a motor vehicle, on a support, comprising fixing means on the heat exchanger and retaining means on the support, wherein the fixing means on the heat exchanger are designed as an upwardly open, pot-shaped recess and as an elastomeric, cup-shaped bushing which is received by the recess, and the retaining means on the support are designed as a screw bolt with a displacement limit stop, and in that the screw bolt can firstly be screwed into the support and can secondly be received by the bushing in an essentially stress-free manner.

17. (Withdrawn – Currently Amended) The bearing as claimed in claim 16, wherein the screw bolt is received captively by the bushing ~~[[(-12)]]~~.

18. (Withdrawn) The bearing as claimed in claim 16, wherein the screw bolt is designed for fixing components, with a screw head, a screw-in thread, a stem and an end surface and with a depression for the insertion of a tool which has an engagement height h , wherein a longitudinal channel of length $L1$ emerging at the screw head and in the end surface is arranged in the screw bolt and a pin of length $L2$ which is moveable in the longitudinal direction is arranged in the longitudinal channel, $L2$ being larger than $L1$ by the amount ΔL , and ΔL corresponding to the engagement height h of the tool head.

19. (New) An arrangement for fixing a cooling module in a motor vehicle, the cooling module including at least one heat exchanger, the arrangement comprising:

two upper connecting devices,

wherein the upper connecting devices each comprise:

an upper fixing device comprising an elastomeric bearing configured to be provided on an upper side of the cooling module; and

an upper retaining device comprising a screw bolt configured to be provided on an upper cross member of the motor vehicle;

wherein the elastomeric bearing and the screw bolt are configured to engage with each other;

wherein the screw bolt is provided with a displacement limit stop configured to limit a displacement of the screw bolt relative to the elastomeric bearing so as to support the screw bolt in an essentially strain-free manner on the motor vehicle and on the elastomeric bearing.

20. (New) The arrangement as claimed in claim 19, further comprising two lower connecting devices, wherein the lower connecting devices each comprise:

lower fixing devices configured to be provided on a lower side of the cooling module; and

lower retaining devices configured to be provided on a lower cross member of the motor vehicle;

wherein the lower fixing devices are configured to abut against the lower retaining devices.

21. (New) A motor vehicle, comprising:
- a cooling module comprising at least one heat exchanger,
 - fixing devices comprising an elastomeric bearing provided on the heat exchanger of the cooling module; and
 - retaining devices comprising a screw bolt provided on the motor vehicle;
- wherein the bearing and the screw bolt are engaged with each other;
- wherein the screw bolt includes a displacement limit stop configured to limit a displacement of the screw bolt relative to the elastomeric bearing;
- wherein the screw bolt is supported in an essentially strain-free manner on the motor vehicle and on the elastomeric bearing.
22. (New) The arrangement as claimed in claim 12, wherein the elastomeric bearing comprises a cup-shaped bushing configured to accommodate the screw bolt.
23. (New) The arrangement as claimed in claim 12, wherein the elastomeric bearing comprises a retaining lip configured to impede an un-screwing of the screw bolt.
24. (New) The arrangement as claimed in claim 19, wherein the elastomeric bearing comprises a cup-shaped bushing configured to accommodate the screw bolt.
25. (New) The arrangement as claimed in claim 19, wherein the elastomeric bearing comprises a retaining lip configured to impede an un-screwing of the screw bolt.
26. (New) The arrangement as claimed in claim 21, wherein the elastomeric bearing comprises a cup-shaped bushing configured to accommodate the screw bolt.
27. (New) The arrangement as claimed in claim 21, wherein the elastomeric bearing comprises a retaining lip configured to impede an un-screwing of the screw bolt.